

ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. #550600-
STP00-2610-00(004)
Liberty County
CS 907/Frank Cochran Drive From SR 119
to Hero Road

OFFICE Design Policy & Support

DATE November 15, 2010

FROM  Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT APPROVED LOCATION & DESIGN REPORT

Attached is the approved Location and Design Report with Notice of Location & Design Approval for the above subject project.

Attachment

DISTRIBUTION:

Genetha Rice-Singleton, Program Control Administrator
Ron Wishon, State Project Review Engineer
Glenn Bowman, State Environmental Administrator
Kathy Zahul, State Traffic Engineer
Angela Alexander, State Transportation Planning Administrator
Bobby Hilliard, State Program Delivery Engineer
Angela Robinson, Financial Management Administrator
Glenn Durrence, District Engineer
Teresa Scott, District Planning & Programming Engineer
Bryan Czech, Area Engineer (D5A4)
Aghdas Ghazi, Project Manager
BOARD MEMBER - 1st Congressional District

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP-2610-00(004), Liberty County OFFICE Program Delivery
P. I. No. 550600
Frank Cochran Drive Widening Date October 27, 2010

FROM: Bobby K. Hilliard, P.E., State Program Delivery Engineer **(54)**

TO: Brent Story, P.E., State Design Policy Engineer

SUBJECT **Request for Location and Design Approval**

Description and Project Proposal:

The existing site, which totals approximately 32.7 acres, consists of 2.7 miles of two-lane road without curb and gutter and a roadway ditch within an approximately 100-foot of right-of-way. The project is located within the Ogeechee Coastal watershed. Electric and Telephone utilities are overhead; all other utilities are located underground.

The proposed project is to widen Frank Cochran Drive from two 12-foot travel lanes to four 11-foot travel lanes, 19-foot median, a 5-foot sidewalk, and a 10-foot sidewalk with associated intersection improvements, curbs, and gutters. The proposed project follows the existing Frank Cochran Drive beginning at the intersection of Frank Cochran Drive and State Route (S.R.) 196 (E.G. Miles Parkway) and extends approximately 2.7 miles north along the existing Frank Cochran Drive, and ends within the boundaries of Fort Stewart at the intersection with S.R. 119. The approximate north half of the project corridor (1.3 miles) is within Fort Stewart, a U.S. Army base. All construction will conform to the Americans with Disabilities Act (ADA) regulations.

Concept Approval Date: January 31, 2007.

Concept Update:

- The typical lane width has been changed to 11 feet from 12 feet per the VE study.
- The typical median width has been changed to 19 feet from 20 feet per the VE study and a Design Variance has been requested.
- 5 lane section within Fort Stewart has been replaced by typical 4-lane with median section per the request of Fort Stewart.
- Outside of Fort Stewart the 10 foot wide multiuse trail has been changed to a 10 foot wide sidewalk and moved from 5 feet back of curb to 2 feet from back of curb. Resulting in a shoulder width of 17 feet from 21 feet.
- Within Fort Stewart the 10 foot wide multiuse trail has been changed to a 5 foot wide sidewalk and moved from 5 feet from back of curb to 2 feet from back of curb. Resulting in a shoulder width of 12 feet from 21 feet.
- The sidewalk on the east side of the typical section has been moved from 5 feet from the back of curb to 2 feet from back of curb. Resulting in a shoulder width of 12 feet from 16 feet.

Environmental Document Type, Approval Date & any Reevaluations

A categorical exclusion was prepared and approved on April 22, 2010

Public Involvement:

A PIOH was held on August 24, 2006. According to the records, 21 persons attended and four comment cards were received for the project. During the meeting three requests were made by attendees. One attendee requested a raised median. Both, the preferred alternative presented at the PIOH and the current design propose to utilize a raised median. One attendee requested a bike path down one side. The current design utilizes a ten foot wide sidewalk along the westerly side of the project outside of Fort Stewart. One attendee requested Douglas Asphalt not be awarded the contract. Douglas Asphalt is not currently on the Department's Qualified Bidder's list, and therefore Douglas Asphalt is no longer eligible to bid on Department contracts.

A public meeting with the interested parties was held on August 17, 2009, to gather feedback concerning the installation of noise barrier walls along portions of the project corridor. A total of ten property owners or their representatives attended the meeting. Of the comments received, one was in support of installing noise barrier walls, one expressed conditional support, four were opposed, and four were uncommitted or did not comment.

The major concern raised by the attendees was that the wall would create a secluded area that would make those areas more susceptible to criminal activity. Past experience with the aforementioned project STP-2610 (1) has demonstrated the validity of the concern of the interested parties that the walls will likely cause an increase in criminal activity since the walls would create an area of seclusion from the roadway. The current design does not implement sound walls where the interested parties did not indicate a desire for their installation. The residences of 800 and 806 Mandarin Drive did request the construction of the noise barrier walls. At this location the proposed project would mitigate security concerns by connecting the existing six feet tall chain link fence currently along the rear property lines to the sound barrier wall. This wall would also be located at the entrance of the neighborhood where there is a high volume of traffic, decreasing the likelihood of criminal activity. The proposed project would build one 400 LF section of wall fronting 800, 802, 804, 806, and half of 808 Mandarin Drive and will not build any other sections of the analyzed walls.

Consistency with Approved Planning:

The design description as presented herein and submitted for approval is consistent with the approved Concept Report.

Recommendations: *Recommend that the location and design for the project be approved and that the attached Notice be approved for advertising.*

RECOMMEND: 
Director of Engineering

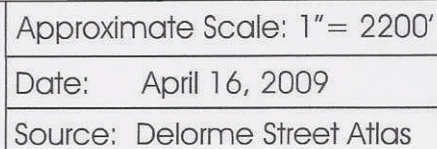
APPROVE: 
Chief Engineer

11/9/10
Date

DATE OF LOCATION AND DESIGN APPROVAL: 11/15/10
(To be entered by the State Conceptual Design Group Manager)

Attachments:

- Sketch Map
- Cost Estimate
- Notice of Location and Design Approval



JOB ESTIMATE REPORT

JOB NUMBER : 550600 SPEC YEAR: 01

DESCRIPTION: FRANK COCHRAN ROAD WIDENING

ITEMS FOR JOB 550600

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - STP00-2610-00(004)	1.000	100000.00	100000.00
0010	210-0100		LS	GRADING COMPLETE - STP00-2610-00(004)	1.000	400000.00	400000.00
0015	310-5080		SY	GR AGGR BS CRS 8IN INCL MATL	121918.000	10.85	1323524.74
0020	402-1812		TN	RECYL AC LEVELING, INC BM&HL	2550.000	71.59	182566.36
0025	402-3121		TN	RECYL AC 25MM SP, GP1/2, BM&HL	21370.000	56.91	1216284.66
0030	402-3130		TN	RECYL AC 12.5MM SP, GP2, BM&HL	8013.000	63.43	508340.55
0035	413-1000		GL	BITUM TACK COAT	15400.000	2.34	36121.93
0037	430-0220		SY	PLN PC CONC PVMT/CLIC/ 12" TK	6738.000	61.06	411427.27
0040	432-0206		SY	MILL ASPH CONC PVMT/ 1.50" DEP	1000.000	4.66	4661.18
0045	441-0016		SY	DRIVEWAY CONCRETE, 6 IN TK	2695.000	30.59	82440.05
0050	441-0018		SY	DRIVEWAY CONCRETE, 8 IN TK	400.000	46.78	18712.00
0055	441-0104		SY	CONC SIDEWALK, 4 IN	23760.000	22.09	525017.59
0060	441-0600		CY	CONC HEADWALLS	17.000	946.66	16093.33
0065	441-0740		SY	CONC MEDIAN, 4 IN	2278.000	25.22	57458.75
0070	441-4030		SY	CONC VALLEY GUTTER, 8 IN	550.000	33.99	18697.38
0075	441-6222		LF	CONC CURB & GUTTER/ 8"X30"TP2	31000.000	16.11	499568.41
0080	441-6740		LF	CONC CURB & GUTTER/ 8"X30" TP7	25500.000	9.52	242896.94
0083	441-5008		LF	CONC HEADER CURB, 6 IN, TP 7	82.000	11.78	966.09
0085	444-1000		LF	SAWED JTS IN EXIST PVMTS - PCC	1000.000	4.18	4180.00
0090	446-1100		LF	PVMT REF FAB STRIPS, TP2, 18 INCH WIDTH	500.000	7.33	3669.14
0095	500-9999		CY	CL B CONC, BASE OR PVMT WIDEN	75.000	165.79	12434.44
0096	500-3900		CY	CL B CONC, INCL REINF STEEL	1200.000	774.59	929516.00
0100	550-1180		LF	STM DR PIPE 18", H 1-10	8909.000	28.54	254320.50
0105	550-1240		LF	STM DR PIPE 24", H 1-10	2620.000	30.67	80375.36
0110	550-1300		LF	STM DR PIPE 30", H 1-10	3339.000	39.03	130327.18
0115	550-1360		LF	STM DR PIPE 36", H 1-10	1659.000	47.81	79319.81
0120	550-1420		LF	STM DR PIPE 42", H 1-10	2379.000	70.30	167255.60
0125	550-1480		LF	STM DR PIPE 48", H 1-10	1296.000	79.55	103102.62
0130	550-1540		LF	STM DR PIPE 54", H 1-10	98.000	99.89	9789.83
0135	550-1660		LF	STM DR PIPE 66", H 1-10	45.000	135.00	6075.00
0140	550-4218		EA	FLARED END SECT 18 IN, ST DR	11.000	465.72	5123.00
0145	550-4224		EA	FLARED END SECT 24 IN, ST DR	4.000	553.95	2215.84
0150	550-4230		EA	FLARED END SECT 30 IN, ST DR	1.000	704.34	704.35
0155	550-4236		EA	FLARED END SECT 36 IN, ST DR	3.000	1040.71	3122.13
0160	550-4248		EA	FLARED END SECT 48 IN, ST DR	1.000	1400.00	1400.00
0161	634-1200		EA	RIGHT OF WAY MARKERS	140.000	85.67	11993.96
0162	641-1200		LF	GUARDRAIL, TP W	300.000	15.54	4663.84
0163	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	2.000	577.50	1155.00
0164	641-5012		EA	GUARDRAIL ANCHORAGE, TP 12	2.000	1786.25	3572.52
0165	668-1200		EA	CATCH BASIN, GP 2	97.000	4508.51	437326.12
0170	668-1210		LF	CATCH BASIN, GP 2, ADDL DEPTH	38.000	238.42	9060.15
0175	668-2100		EA	DROP INLET, GP 1	29.000	1826.61	52971.88
0180	668-2110		LF	DROP INLET, GP 1, ADDL DEPTH	13.000	166.95	2170.41
0185	668-2200		EA	DROP INLET, GP 2	56.000	2738.75	153370.19
0190	668-2210		LF	DROP INLET, GP 2, ADDL DEPTH	27.000	242.94	6559.38

JOB ESTIMATE REPORT

0195	668-4300	EA	STORM SEW MANHOLE, TP 1	14.000	1715.90	24022.70
0200	668-4311	LF	ST SEW MANHOLE, TP 1, A DEP, CL 1	15.000	150.21	2253.21
0205	668-4400	EA	STORM SEW MANHOLE, TP 2	4.000	3039.70	12158.80
0210	668-4411	LF	ST SEW MANHOLE, TP 2, A DEP, CL 1	5.000	208.34	1041.73
0215	668-5005	EA	JUNCTION BOX, SPCL DES	2.000	7500.00	15000.00
0223	639-5000	EA	PRESTRESSED CONC STR POLE, TP- IV	8.000	5881.83	47054.69
0225	682-6233	LF	CONDUIT, NONMETL, TP 3, 2 IN	65.000	7.19	467.62
0230	615-1200	LF	DIRECTIONAL BORE - 3"	155.000	14.25	2208.75
0235	682-6120	LF	CONDUIT, RIGID, 2 IN	90.000	13.36	1202.40
0238	647-0200	LS	TRAF DETECT LOOP SYSTEM, NO- 1	1.000	10000.00	10000.00
0239	647-0200	LS	TRAF DETECT LOOP SYSTEM, NO- 2	1.000	10000.00	10000.00
0240	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 1	1.000	25528.01	25528.01
0245	647-1000	LS	TRAF SIGNAL INSTALLATION NO - 2	1.000	25528.01	25528.01
0250	636-1020	SF	HWY SGN, TP1MAT, REFL SH TP3	530.000	12.79	6782.60
0255	636-1033	SF	HWY SIGNS, TP1MAT, REFL SH TP 9	800.000	17.21	13768.05
0260	636-2070	LF	GALV STEEL POSTS, TP 7	450.000	8.26	3719.25
0265	636-2090	LF	GALV STEEL POSTS, TP 9	2100.000	7.49	15748.99
0270	653-0100	EA	THERM PVMT MARK, RR/HWY X SYM	5.000	364.21	1821.10
0275	653-0120	EA	THERM PVMT MARK, ARROW, TP 2	111.000	65.64	7286.29
0280	653-0170	EA	THERM PVMT MARK, ARROW, TP 7	36.000	82.56	2972.46
0285	653-1704	LF	THERM SOLID TRAF STRIPE, 24", WH	1125.000	3.25	3665.90
0290	653-1804	LF	THERM SOLID TRAF STRIPE, 8", WH	8200.000	1.46	12042.36
0295	653-2501	LM	THERMO SOLID TRAF ST, 5 IN, WH	9.000	1438.03	12942.27
0300	653-2502	LM	THERMO SOLID TRAF ST, 5 IN YE	6.000	1306.84	7841.08
0305	653-4501	GLM	THERMO SKIP TRAF ST, 5 IN, WHI	6.000	785.33	4712.00
0310	653-6004	SY	THERM TRAF STRIPING, WHITE	300.000	2.92	876.27
0315	653-6006	SY	THERM TRAF STRIPING, YELLOW	200.000	3.18	637.31
0320	654-1001	EA	RAISED PVMT MARKERS TP 1	245.000	3.41	835.84
0325	654-1003	EA	RAISED PVMT MARKERS TP 3	600.000	2.99	1798.66
0330	163-0232	AC	TEMPORARY GRASSING	17.000	145.51	2473.75
0335	163-0240	TN	MULCH	750.000	159.98	119985.39
0340	163-0300	EA	CONSTRUCTION EXIT	4.000	1076.08	4304.34
0345	163-0529	LF	CNST/REM TEMP SED BAR OR BLD STRW CK DM	1500.000	3.21	4816.40
0350	163-0550	EA	CONS & REM INLET SEDIMENT TRAP	188.000	145.11	27281.03
0355	165-0010	LF	MAINT OF TEMP SILT FENCE, TP A	29000.000	0.35	10312.98
0360	165-0030	LF	MAINT OF TEMP SILT FENCE, TP C	800.000	0.79	636.10
0365	165-0041	LF	MAINT OF CHECK DAMS - ALL TYPES	1500.000	0.86	1293.33
0370	165-0101	EA	MAINT OF CONST EXIT	4.000	468.89	1875.57
0375	165-0105	EA	MAINT OF INLET SEDIMENT TRAP	188.000	54.64	10272.69
0380	167-1000	EA	WATER QUALITY MONITORING AND SAMPLING	2.000	327.89	655.80
0385	167-1500	MO	WATER QUALITY INSPECTIONS	36.000	577.89	20804.18
0390	171-0010	LF	TEMPORARY SILT FENCE, TYPE A	29000.000	1.41	41072.41
0395	171-0030	LF	TEMPORARY SILT FENCE, TYPE C	800.000	3.73	2985.14
0400	603-2180	SY	STN DUMPED RIP RAP, TP 3, 12"	300.000	37.87	11362.93
0405	603-7000	SY	PLASTIC FILTER FABRIC	300.000	4.22	1268.46
0410	700-6910	AC	PERMANENT GRASSING	12.000	461.49	5537.99
0415	700-7000	TN	AGRICULTURAL LIME	30.000	50.35	1510.54
0420	700-7010	GL	LIQUID LIME	65.000	20.17	1311.46
0425	700-8000	TN	FERTILIZER MIXED GRADE	20.000	457.22	9144.40
0430	700-8100	LB	FERTILIZER NITROGEN CONTENT	700.000	2.45	1717.60
0435	109-0100	**	PRICE ADJ - UNLEADED FUEL	1.000	138341.41	138341.41
0440	109-0200	**	PRICE ADJ - DIESEL FUEL	1.000	425394.57	425394.57

JOB ESTIMATE REPORT

0445	109-0300	*\$*	PRICE ADJ - ASPHALT CEMENT	1.000	897909.06	897909.06
ITEM TOTAL					10136735.35	
INFLATED ITEM TOTAL					10136735.35	

TOTALS FOR JOB 550600

ESTIMATED COST:	10116735.36
CONTINGENCY PERCENT (0.0) :	0.00
ESTIMATED TOTAL:	10116735.36

NOTICE OF LOCATION AND DESIGN APPROVAL
STP-2610-00(004), LIBERTY COUNTY
P.I. NO.: 550600

Notice is hereby given in compliance with *Georgia Code 22-2-109* and *32-3-5* that the Georgia Department of Transportation has approved the Location and Design of the above project.

The Date of Location approval is: November 15, 2010

The project involves the reconstruction and widening of Frank Cochran Drive from E.G. Miles Parkway (S.R. 196) to McNeely Road.

The existing site, which totals approximately 32.7 acres, consists of 2.7 miles of two-lane road without curb and gutter and a roadway ditch within an approximately 100-foot of right-of-way. The project is located within the Ogeechee Coastal watershed. Electric and Telephone utilities are overhead; all other utilities are located underground.

The proposed project is to widen Frank Cochran Drive from two 12-foot travel lanes to four 11-foot travel lanes, 19-foot median, a 5-foot sidewalk, and a 10-foot sidewalk with associated intersection improvements, curbs, and gutters. The proposed project follows the existing Frank Cochran Drive beginning at the intersection of Frank Cochran Drive and State Route (S.R.) 196 (E.G. Miles Parkway) and extends approximately 2.7 miles north along the existing Frank Cochran Drive, and ends within the boundaries of Fort Stewart at the intersection with S.R. 119. The approximate north half of the project corridor (1.3 miles) is within Fort Stewart, a U.S. Army base. All construction will conform to the Americans with Disabilities Act (ADA) regulations.

Drawings, maps, or plats of the proposed project, as approved, are on file and available for inspection at the Georgia Department of Transportation:

Bryan Czech, *District 5 Area 4 Engineer*
bczech@dot.ga.gov
739 East Barnard Street
Glennville, GA 30247
Phone (912) 654-2940

Any interested party may obtain a copy of the drawings, maps, plats, or portions thereof, by paying a nominal fee and requesting in writing to:

Bobby K. Hilliard, P.E., *State Program Delivery Engineer*
Office of Program Delivery
bhiliard@gdot.ga.gov
600 West Peachtree Street
Atlanta, Georgia 30308
Phone (404)631-1122

Any written request or communication in reference to this project or notice SHOULD include the Project and P. I. Numbers as noted at the top of this notice.

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: STP00-2610-00(004), Liberty County
P.I. No.: 550600
Frank Cochran Drive from
EG Miles Pkwy to Hero Rd.

OFFICE: Engineering Services

DATE: April 2, 2009

FROM: Ronald E. Wishon, State Project Review Engineer *REW*

TO: Brent A. Story, P. E., State Road Design Engineer
Attention: Matt Sanders, Project Manager

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. Incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT No.	Description	Savings PW & LCC	Implement	Comments
ROADWAY				
1	Change the proposed Asphalt Pavement Design Structure to 1.5-inches of 12.5 mm (Superpave), 4-inches of 25 mm (Superpave) and 8-inches of Graded Aggregate Base (G.A.B.)	Proposed= \$1,793,000 Actual= \$1,026,050	Yes	It is the opinion of this Office that upon receipt of the new traffic diagrams, existing pavement evaluations and approved soil survey, a new pavement design structure will be proposed using a reduced Graded Aggregate Base (GAB) thickness from 12-inches to 8 inches and a reduced base course (25 mm Superpave) thickness from 4 inches to 3 inches. This change would provide a substantial amount of savings for this project.

ROADWAY (Continued)				
2	Change the proposed Asphalt Pavement Design Structure to 1.5-inches of 12.5 mm (Superpave), 4-inches 25 mm (Superpave) and 6-inches Soil Cement Base	\$2,736,400	No	Not applicable since alternate No. 1 will be implemented. The City of Hinesville stated that their past experience with the installation of soil cement base has not been good and has delayed the construction and caused additional maintenance of their roadway projects.
3	Match the typical section of the adjacent Project No. STP00-2610-00(001), P.I. No. 541940, Frank Cochran Drive Extension.	\$2,538,615	No	The costs savings realized by the elimination of the proposed curb & gutter, drainage structures and median reduction will be offset by the additional costs incurred by right-of-way acquisition, utility impacts, environmental impacts, increased earthwork, and redesign costs. The City of Hinesville and the Office of Road Design do not recommend the implementation of this alternative.

ROADWAY (Continued)				
4	Use an Urban Typical Section to minimize ROW impacts. The typical section would consist of four 11-foot lanes, a 19-foot raised and grassed median, 12-foot shoulder on the eastside including a 5-foot sidewalk, and a 15-foot shoulder on the westside, including an 8-foot multi-use path.	\$3,371,884	Yes	This should be done.
5	Usage of an 8-ft Asphalt Multi-Use Path Paving as opposed to a concrete path.	\$142,591	No	The use of concrete is the preferred choice for the multi-use path. It is believed that the use of asphalt will lead to increased long term maintenance. The potential additional cost savings for the asphalt installation and its durability may absorb any present worth savings by using this alternative.

ROADWAY (Continued)				
6	<p>Eliminate the sidewalk on the east side for Urban Typical Section. Use an Urban Typical Section to minimize ROW impacts. The typical section would consist of four 11-foot lanes, a 19-foot raised and grassed median, 12-foot shoulder on the eastside with no sidewalk and a 15-foot shoulder on the westside, including an 8-foot multi-use path. Eliminate the sidewalk on the east side for Urban Typical Section.</p>	\$3,937,868*	No	<p>Approximately one thousand homes and another four apartment projects totaling another three hundred residents currently exist within walking distance of Frank Cochran Drive outside of Fort Stewart. Located along Frank Cochran Drive near the Commercial area is one of the largest churches in Hinesville which provides service to the neighborhood. Many residents in the area walk to church service. There are also many commercial establishments within walking distance (see attached memo dated 4-2-09 regarding "Pedestrian Activity").</p> <p>*The cost savings of this alternate, Alt No. 6 removing the sidewalk is \$565,984; Alt. No. 6 less Alt. No. 4 = \$3,937,868-\$3,371,884.</p>
7	<p>Add Landscaping to the grassed median, using Crepe Myrtle or similar plantings.</p>	(\$100,000)	No	<p>This alternative is not within the scope of the project and adds additional costs to the project. The City will pursue the landscaping for the roadway and this alternative will be independent of this project.</p>

STP00-2610-00(004), Liberty County

P.I. No. 550600

Implementation of Value Engineering Study Alternatives

Page 5.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:  Date: 4/3/69
Gerald M. Ross, P. E., Chief Engineer

REW/DMF

Attachments

c: Genetha Rice Singleton
Brent Story
Jim Simpson
Matt Sanders
Paul Liles
Bill Ingalsbe
Bill DuVall
Will Murphy
Ken Werho
Lisa Myers
Douglas Fadool
General Files

VE Team – Steve Wyche
Darryl VanMeter
Chandria Brown
Teresa Lannon
Andrew Hoenig